

**In the Specification:**

Please amended paragraph 0026 as follows:

[0026] The rotor system 100 also comprises a drive shaft (mast) 104 for transmitting torque to the rotor system 100. The drive shaft 104 ~~[[is]]~~ preferably has a tilt of approximately seven degrees. In other words, the centerline of the drive shaft 104 is preferably oriented at an angle of approximately eighty-three degrees in relation to the longitudinal centerline of the helicopter 101 (the longitudinal centerline of the helicopter 101 is denoted in the figures by the reference symbol "C1"). (The optimal value for the tilt of the drive shaft 104 is application independent. A specific value for this parameter is specified for exemplary purposes only.)

Please amended paragraph 0031 as follows:

[0031] The helicopter 101 also comprises a first and a second engine 116, and a transmission (gearbox) 118. The first and second engine 116 and the transmission 118 are mounted on the fuselage 108. The drive shaft 104 is coupled to the transmission 118 so that torque generated by the engines 116 imparts rotation to the drive shaft 104. The drive shaft 104 extends through a collar 119 mounted on the transmission 118. Rotation of the drive shaft 104 ~~rotation to~~ rotates the hub 12 and the rotor blades 102. The rotor blades 102 generate lift that suspends the fuselage 108 below the rotor blades 102 and the rotor head 10 during flight.